Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-5   (Cancelled)

6.   (New)   A method for operating a four-stroke internal combustion engine comprising:

injecting fuel directly into at least one combustion chamber of the internal combustion engine, the volume of which changes cyclically,

supplying fresh gas through at least one intake valve and discharging combustion exhaust gas through at least one exhaust valve,

at part-load, forming a lean base mix of air, fuel and retained exhaust gas, and at full load forming a stoichiometric mix,

having compression ignition take place at part-load and spark ignition take place at full load, and

providing the fuel quantity as a preinjection and a main injection, wherein the fuel in the preinjection is injected into the intermediate compression stroke of the internal combustion engine, and the main injection takes place synchronously with the induction.

7.　(New)　The method as claimed in claim 6, wherein a mass ratio of the fuel mass injected in the preinjection and a fuel mass injected in the main injection is divided according to an operating state of the internal combustion engine.

8.　(New)　The method as claimed in claim 7, wherein in a valve closure overlap between the at least one intake valve and the at least one exhaust valve is invariable during load change.

9.　(New)　The method as claimed in claim 7, wherein the division of the injected fuel masses into preinjection and main injection is approximately 50:50.

10.　(New)　The method as claimed in claim 6, wherein an injection point of the preinjection is dependent on engine speed and injection pressure.

11.　(New)　The method as claimed in claim 7, wherein an injection point of the preinjection is dependent on engine speed and injection pressure.

12.   (New)   The method as claimed in claim 8, wherein an injection point of the preinjection is dependent on engine speed and injection pressure.

13.   (New)   The method as claimed in claim 9, wherein an injection point of the preinjection is dependent on engine speed and injection pressure.